

DIXIE AVIATOR PLANS TO PILOT TRANSPORT PLANE

NEWPORT, Ark., Jan. 4.—The Southland's only licensed Race aviator will be seen flying a transport plane within the next few months, if all goes well with Pickens W. Black, Jr., 30 years old of this city.

Black, who is 30 years of age, is one of the few licensed Race pilots in the United States. He keeps his 30-horsepower plane in a home made hangar on his father's farm, 12 miles east of this city.

A graduate of Virginia Union university at Richmond, Va., Black is quite an expert at flying. He has flown in a Memphis, Tenn., air circus, made trips to Kansas City and Florida and had one forced landing in his more than two years of flying.

As a boy, young Black whittled airplane models from sticks. One, powered with rubber bands, sailed 100 yards, the pilot recalled proudly.

A broken propeller on a ship that came to Jackson county with an air circus gave Pickens his first chance to realize his boyhood dreams of flying. The pilot was at the Black farm while the plane was being repaired and before the ship left young Black had four hours of flying time to his credit. He soloed with two and a half hours of instruction.

With the instruction he received during those few days, Black finished building an airplane he had started to convince his parents he knew something of aviation.

Reconciled to his flying, his parents bought him his present plane. He attended the Air Travel School of Flying at Little Rock and received his limited commercial pilot's license.

GOODWILL FLYERS ON WAY HOME

NEW YORK, Jan. 3.—(AP)—The Goodwill Flyers, Dr. Albert Forsthe and C. Alfred Anderson, will arrive here Thursday morning at 9 o'clock. They cabled that they were returning to the United States on the Steamer Western World which would dock at Pier 15 at

governor. Among those who made the trip were:

Miss Julia Goens, national chairman of the aviation committee; Mr. and Mrs. Charles Johnson, Mr. and Mrs. Harold Parsons, Mr. and Mrs. B. Baldwin, of the Atlantic City Airport; Dr. and Mrs. Hayling, Trenton; Prof. and Mrs. William A. Valentine, Bordentown Industrial Institute; Dr. Stanley Lucas, William A. Darr, president of the Atlantic City Board of Trade; Mrs. Bessie Waites, Mrs. Richard Fowler, Mrs. Margaret Creswell Klawns, Dr. Samuel Williamson, Augustus Jackson, Father C. Canterbury Corbin, and Richard York Nelson.



COL. HUBERT JULIAN
Noted American aviator, who sailed from New York Monday on the S.S. Europa for Ethiopia where he will take up duties in the Ethiopian flying corps.

Jersey Governor Greets Birdmen at His Offices

TRENTON, N.J.—Dr. A. E. Forsthe and C. Alfred Anderson, whose recent Good Will Flight came to a premature end after they had flown over eleven West Indian and South American countries, were given a reception by Governor Harold G. Hoffman in his executive office at the State Capitol, Thursday.

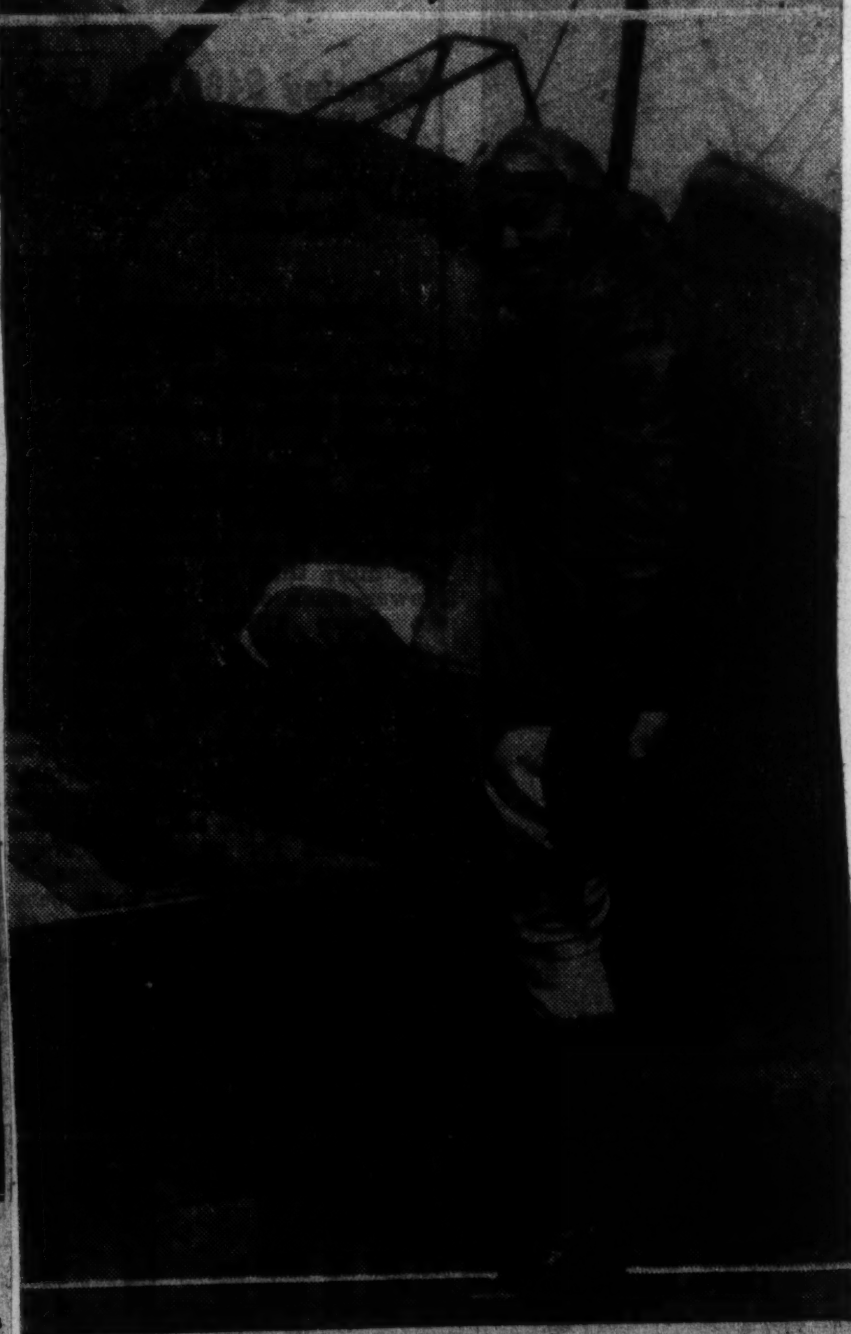
Mr. Anderson was absent because of illness.

Mayor Jeffries, of Margate City, presented the delegation. T. Montgomery Gregory was spokesman for the Good Will Aviation Committee, of which the two honorees are members.

The governor responded with praise for the achievement of the two towards promoting friendship among all people. He also added his signature and the seal of the state to the logue book of the flight, which already contains the signatures and seals of the rulers of each country visited. The committee had been invited to Trenton by the

"FLIES LIKE AN ANGEL"

Crossier 3-9-35
Pittsburgh Pa.



MISS JANET WATERFORD
Daring aviatrix, who, according to Earl Morris of Chicago, flies like an angel on "earth leave." Miss Waterford wants to span the Atlantic on wings.

FEB 19 1935

Harlem's Black Eagle to Take Planes to Addis Ababa; Other Negro Pilots May Go Along to Fly Fighting Ships

By A. J. LIEBLING,

World-Telegram Staff Writer.

Colonel Hubert Julian, the Black Eagle, today denied a report that he had hopped off for Abyssinia last week.

"Such was my instinctive reaction to the news of Italy's aggression toward my friend, the Emperor Haile Selassie I," said the world's most famous Negro aviator, divesting himself a large, woolly overcoat, a low-crowned derby and a white silk muffler, which left him in his conversation, or terra firma, costume of double-breasted blue serge, with a wing collar, silver-and-black dotted bow tie and spats.

"But I restrained my ardor whilst assembling some combat and bombing equipment, which I will take with me direct to Aden, Arabia, whence I will fly the planes to Addis Ababa.

"Italy is making a terrible mistake," the slender and elegant airman admitted. "The only disparity between the combatants is in the air. Once that is remedied, Abyssinia hath nothing to fear. I shall be accompanied by Captain Edison C. McVey and possibly by other Negro aviators. There are seven who have pilots' licenses."

Colonel Julian, who spent last summer in England, ostensibly with the intention of competing in the London-to-Melbourne air race as the Abyssinian representative—his title represents his rank in the A. A. F.—revealed today that the real purpose of his trip was the study of combat tactics. He says that he can manipulate a machine gun with as easy grace as his pet walking stick. He had British newspaper clippings to prove that he had flown plane, and one from the Paris across the Channel in a hail storm which ripped the wing fabric off his Herald to prove he had landed at Le Bourget.

"I had the honor of taking his highness Sir Ofori Atta, Chief of the Gold Coast, on his first airplane hop, at Abridge, Essex," he recounted with pleasure. "As for the canard that I am not persona grata with the Emperor since that unfortunate contretemps at the coronation, when I cracked up his new plane, read this, and he exhibited

a cablegram addressed to himself at London, dated Addis Ababa, September 24, 1934, and reading:—

"Do as you like, congratulations—Teclemarcos."

"Teclemarcos is the Abyssinian Minister of State," he explained. "The cable did not, as you might think, refer to my expressed unwillingness to enter the Melbourne race without his permission, but to the preparations for this present international crisis. We—that is, the Emperor and I—foresaw this coming a long while ago."

Colonel Julian said that he is looking around now for a couple of good, fast machines suitable for both scouting and bombing, and he also wants to locate a steamship line direct to Aden.

"I am going to finance this thing myself," he said. "A number of Negro organizations have approached me as to holding mass meetings to raise funds for this purpose, but I wish to avoid the suspicion of commercialism. I shall perhaps use some of the funds contributed to finance my non-stop flight to India. After all, India is always there. It can wait until I get back from the war."

"There is great indignation over this affair in Harlem. We realize that Abyssinia is the last Black Empire, and more than seventy-five Negro doctors and engineers, trained in American colleges, have settled there since I cut the path. Harlem is organizing a boycott against Italian icemen, fruit stands and spaghetti houses. It is for that reason that I feel that, should I give up my life for Abyssinia—here the Colonel's voice dropped reverently—"there would have been sufficient incentive."

"And remember," he pleaded as he wrapped the white silk muffler around his neck, "no monkey business with this story. It is very serious and dignified."

Aviators Abused



BECAUSE THEY TOLD reporters that they were interested in commercial aviation and not in fighting Mussolini's troops for Abyssinia, Thomas Mills (left), 238 West 146th street, and Leonard Yates, 1975 Birchall avenue, Bronx, have received many abusive letters from American supporters of Ethiopia. The two aviators, students of the N. F. S. Aviator School at 30 West 145th street, received their pilot licenses at Roosevelt Field this week. Two other students will get their "wings" next week.

READY TO GO SKY-WAY!



(Photo by Patton Studio)

Four names were added to the list of United States aviators last week when Miss Doris Murphy, Dale L. White, Edward C. Anderson and Clyde B. Hampton graduated from the Aeronautical University, 1338 Michigan avenue, Chicago. They are pictured above with L. M. Churbuck, president of the school, presenting them with diplomas.

Chicago Women Join Men Learning To Fly Airplanes

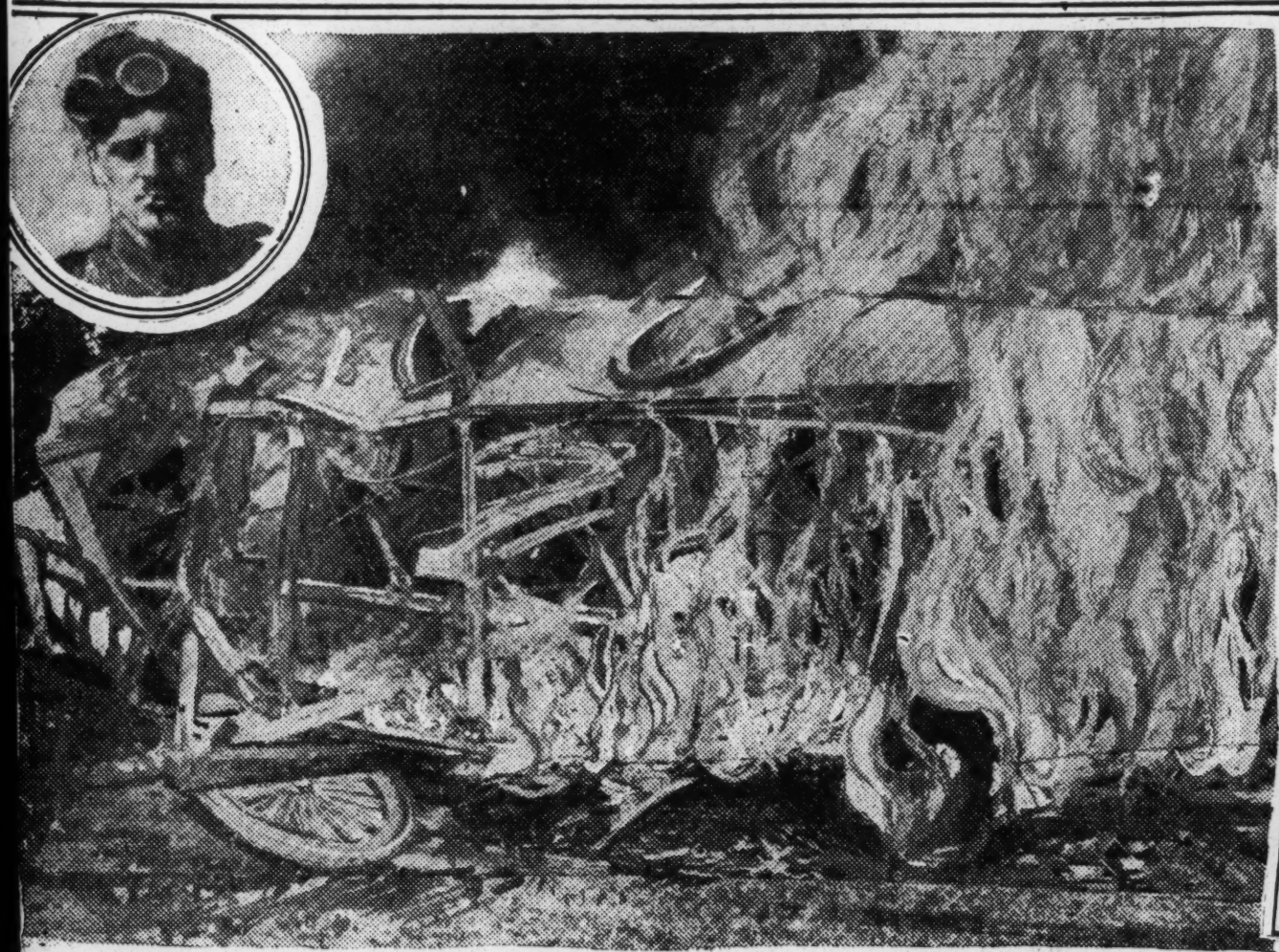
CHICAGO, Ill., May 23.— (ANP) — More and more, aviation is attracting the attention of Chicago's colored people. This statement was confirmed in an interview Sunday with Lieut. Col. Cornelius R. Coffey, one of the foremost aircraft mechanics and pioneer pilots in the group. Mr. Coffey, also vice president of the Challenger Air Pilots Association, This organization is the oldest among Negro aviators, having been founded some five years ago by Col. John C. Robinson, a recognized leader in air craft circles. The association consists of twenty-five officers and members, all of whom are graduates or students of the Aeronautical University, 1338 Michigan avenue, where Col. Robinson has been employed as instructor for the last five years. Membership is rapidly increasing as public interest grows.

Negro women are becoming air-minded and consequently are equipping themselves with a knowledge of aeronautics. Miss Willa B. Brown and Miss Lola Jones, both of whom are enrolled at the Aeronautical university, have been receiving flying instructions for some time. Only recently Miss Dolores Avery and Mrs. Earl Renfro joined the ranks by successfully passing the rigid examination required to obtain student permits for flying instructions. Miss Avery is also a student of the university. Mrs. Renfro is widely known in secret society circles. She is one of Chicago's most popular school teachers, the daughter of Dr. Jos. F. and Mrs. Lula Lawson, and is the wife of Dr. Earl Renfro, prominent young dentist. She has proven to be a brilliant student and her advancement in the aviation world is predicted. Mrs. Renfro is exceedingly fortunate in that her husband owns a beautiful Mercury Chic monoplane which he operates from the Harlem Airoprt. It is expected that before long Mrs. Ren-

fro will fly as gracefully as her husband.

Col. Robinson, who is responsible for the development of Negro activity at the Harlem Airport, is at present on a vacation and during his absence Lieut. Col. Coffey is carrying on, making the usual daily instruction possible for all flying students. He is also teaching at the Aeronautical university so that Col. Robinson's students may lose no time from daily class instructions.

TRAGEDY OF 'BRAVE BESSIE,' NINE YEARS OLD



led over at high noon, dropped the wreaths in honor of "Brave Bessie" and then headed back to the airport. The ships were piloted by the following men: Commander Lieut. Col. Cornelius R. Coffey, a Great Lakes biplane with a Cirrus engine; Lieut. Dale L. White, a Commandaire biplane with an OJ-5 engine; William P. McFarland, an International biplane with a Hispano-Suiza type engine; Major Earl Renfro, who owns a Mercury Chic monoplane, and Lieut. Grover C. Nash, a midwind Buhl Pup. Every day Negroes are becoming more and more air-minded and as public interest grows they may be seen in increasing numbers at the Harlem Airport at 87th and Harlem Avenue.

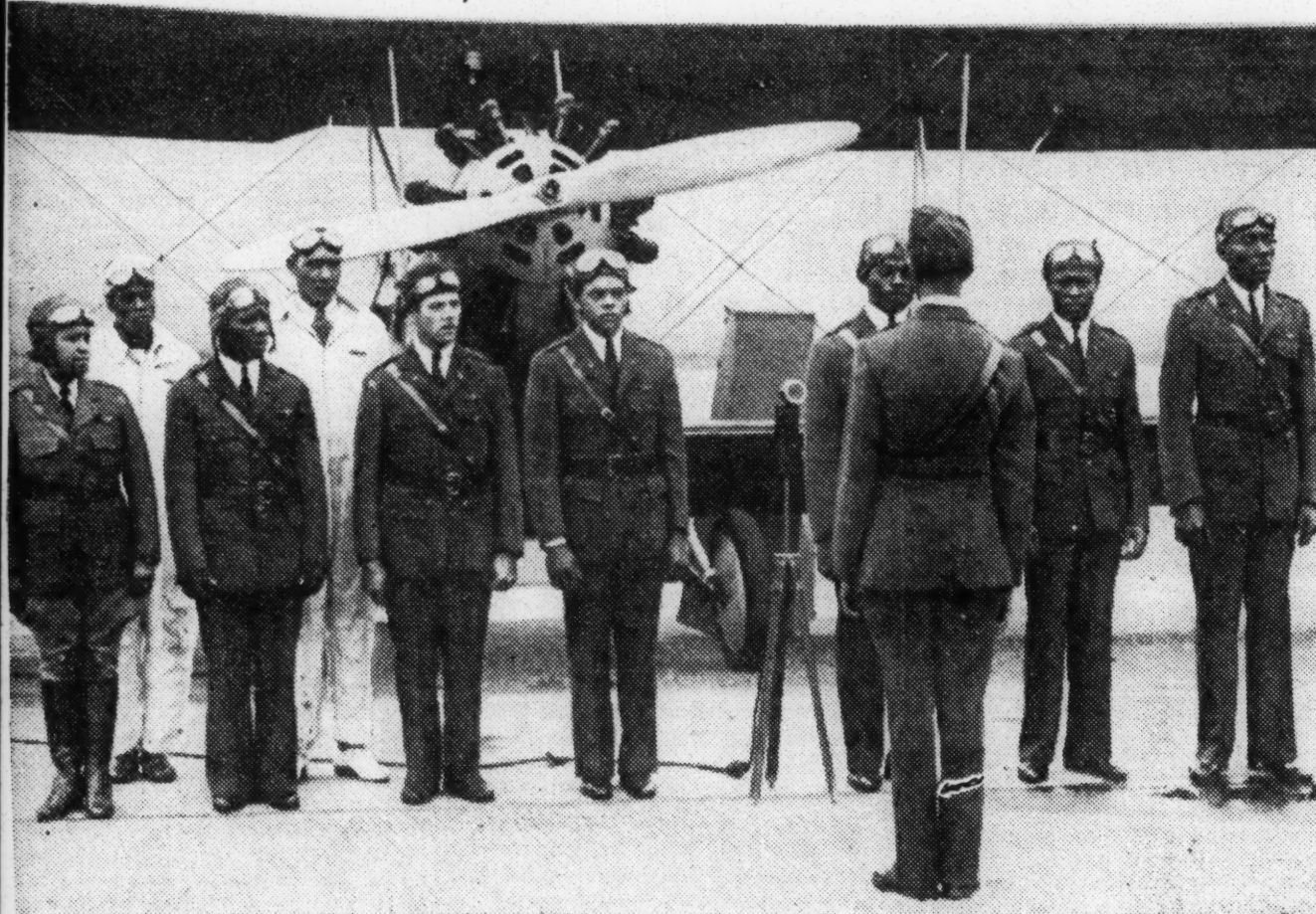
September 5-25-35
Nine years ago this month the daring aerial feats of "Brave Bessie" Coleman came to a tragic end when her plane crashed in Jacksonville, Fla., killing her instantly. The young girl, a native of Chicago, was among the women pioneers in aviation and hers was the first major tragedy of the air. From coast to coast she was hailed

NEGRO AIR SQUADRON FLIES IN MEMORIAL DAY SERVICE

CHICAGO (ANP) — Memorial Day marked a new era for the Negro in aviation. For the past five years it has been the policy of the Challenger Air Pilots Association of this city to fly over Lincoln Cemetery and drop flow-ers in honor of the late Bessie Coleman, pioneer woman in aviation and the first of the Negro race to sacrifice a life for the cause of flying. Her plane crash ed in Jacksonville, Florida eight years ago. Colonel John C. Robinson, president of the Challenger association started this memorial commemoration for the club when it possessed only one plane in which to fly. This year

as a marvel at the stick and when her controls jammed that Friday morning and she and her white mechanic were hurtled through space to certain death in the burning wreckage of the plane a wave of regret swept the nation.

our departed veterans. With thenow visiting in Paris, France; or exception of the five pilots in the air all member of the airwho is now in command of the corps were present to hear tapsair corps. These two men strug-gled side by side ten years ago when everything they did along aeronautical lines had to be kept secret, because of opposition from local white flyers. They made untold sacrifices to further them-selves and to encourage other Negroes to take air interest. It was these two men who broke down the barriers at the Aeronautical University, 1338 South Michigan Avenue, the only accredited university in the United States that as well as of five ther young women will accept members of our race. They are only a few of the things that they have done. At the conclusion of Miss Brown's talk the planes circled Mt. Auburn Cemetery at 10:00 a.m. much credit cannot be given Col. John C. Robinson, who is short distance away. They cir-



HARLEM FLIERS TRAINING FOR SERVICE IN ETHIOPIA.

"The World's First Squadron of Negro Aviators," as they lined up at Roosevelt Field yesterday for their first practice flight. Left to right they are Bob Jackson, Lee Bruce, Harry Ross, Leonard Yates, Archie Smith, Charles Ware and Thomas Mills. In the rear row are Gaines Ware and Robert Tyree and in the foreground is Commander Walter Crumbley.

JESSE BOLAND IN NARROW ESCAPE DURING TORNADO

Virginia's Only Race Flyer Forced Up

25,000 Feet

FARMVILLE, Va.—Jesse Boland, Virginia's prize flyer, got lost 25,000 feet in the sky last week in one of the worst hurricanes that ever hit Virginia. For ten or fifteen minutes the pilot's plane was in total darkness and was completely beyond his control.

Mr. Boland, who for several months has specialized in aerial photography and airplane broad-

casting, was on his way to Wins- ton-Salem, N. C., Thursday, Sep- tember 5 about noon in his open- trol. I had tried to power dive and Pitcairn Mailwing plane when he- everything, but the plane would re- met the northbound storm clouds. spond to no attention.

Meeting the spearhead of the hurricane at Danville, Mr. Boland top to find my altimeter on tried to climb above the clouds. 25,000 feet. How I don't This proved impossible, he said. know I could hardly breathe. I "Never have I seen such a strange nosed downward and passed mixture of blue, green, and yellow through more darkness to 10,000 in storm clouds," he reported. feet. Then I found a hole and went through to get under the

"There was no use to attempt to fly over the angry looking rolls of clouds facing me. I decided to seek safety and turned around and headed for my own field on the highway near Farmville," the fly- er added.

He got along alright for a while, but the storm with which he was racing soon caught him, while another one from the east was approaching and still another to the north was in sight. He thus hemmed in on all sides.

Starts Lifting

"It must have been the top of the hurricane. I was at 10,000 feet when the clouds closed in and I felt the plane rock and start

CHILD KILLED, PARENTS INJURED AT COURTLAND

COURTLAND, Va. — The tail end of the Florida storm which swept through here September 5, overturned the home of Mr. and Mrs. Nathaniel Turner, killed their six-months-old son, and injured them.

The mother and father's injuries were minor. The mother with the child in her arms was blown ap- proximately 200 yards through a field after the home was over- turned.

When found she was clasping the infant, who had been killed by a blow on the head, to her breast.

The father was jerked about forty feet from the house and was found in a field. Other damage in the vicinity was minor, including blown down fences and outbulid- ings.

TUSKEGEE GRADUATE HEADS ETHIOPIAN AIR FORCE

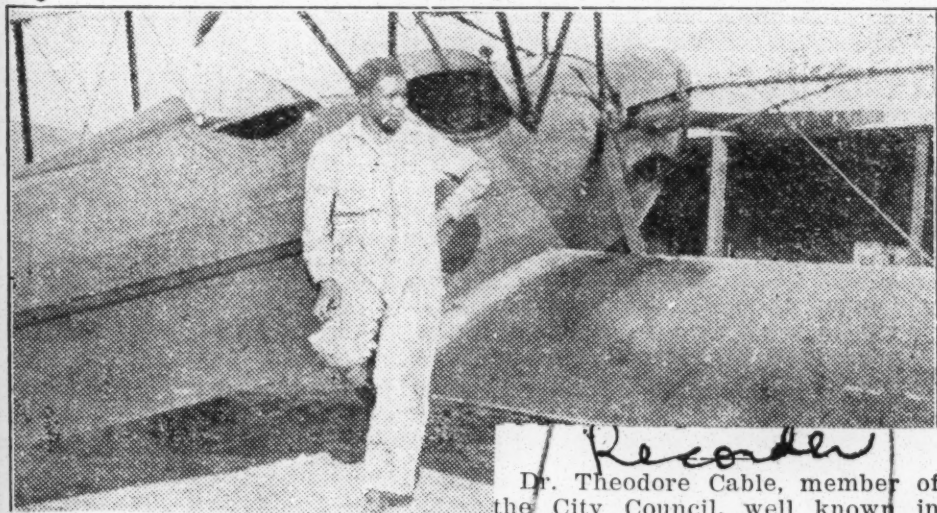
The meteoric rise of John Charles Robinson, colored Chica- go airman, to the air marshalship of Ethiopia is a topic of much discussion both in this country and abroad. Mr. Robinson who was born in Florida on Novem- ber 26, 1903, came to Tuskegee from Gulf Port, Mississippi in September, 1920. He specialized in auto mechanics and upon graduation went to Chicago where he entered the Curtis In- stitute of Aviation better known as Curtis Field. After obtaining the coveted pilot's license he was retained as an instructor by the Institute—the first Ne- gro to be employed in this capa- city. In 1929, working along with three aviators, he con- structed and flew a plane whose engine was taken from a motor cycle.

At the outbreak of the Italo- Ethiopian dispute he hurried to Addis Ababa to offer his assis- tance to Emperor Haile Selassie. Today he commands Ethiopia's air force as a result of the im- plicit confidence reposed in him. It is unnecessary to state the de- gree of pride with which the whole Tuskegee family regards Mr. Robinson. He is more than a race pioneer in the field of avia-

tion, he is a link in that chain which binds us to Africa. AVAATRIX RETURNS TO ALMA MATER

The Campus Digest
Miss Doris H. Murphy, Class of 1920, Tuskegee's only woman aviator, who has informed In- stitute officials that she will be present for the inauguration ex- ercises of President F. D. Pat- erson. Miss Murphy lives in Chicago. She is recording secre- tary of The Cnicago-Tuskegee Club and one of its most faith- ful members.

Young Local Aviator Passes All Tests



Would go to Ethiopia but for Neutrality Law

Gratifying success has at last crowned the arduous efforts of Aviator John W. Greene, Jr., 30 Bradford Street, when on Tuesday he became the very proud possessor of Transport Pilot License No. 15897, having passed both the written and flight tests.

Mr. Greene, though substantively a postal employee, has made aviation his life's hobby, and has not only made several noteworthy flights, but also qualified for the Caterpillar club when a mishap to his plane caused him to bail out into the Neponset river last Spring.

The granting of a transport pilot's license endorses him as a fully qualified and competent airman and thus fitted to be entrusted with the safe conveyance of human lives.

Feels for Ethiopia

Aviator Greene expressed himself as being very much in sympathy with Ethiopia, and were it not for his obligation as an American citizen to respect his country's neutrality stand he would be willing to place his services at the disposal of the Negus.

The CHRONICLE heartily congratulates the young man on his latest achievement and wishes him every success.

DENTIST PASSES AVIATION TEST

Dr. Theodore Cable, member of the City Council, well known in professional circles as a dentist, successfully passed examinations for his pilot's license which gives him full privilege, but non-commercial. He was given his certificate last Monday.

Frank Estill, Government Inspector, came here to test a number of pilots who were ready for the final examination.

Dr. Cable's average was considerably high. He made 95 on practical and 90 on general tests which included, acrobatic maneuvers, precision maneuvers, spot landing, forced landings, and normal flight.

For the past two years Dr. Cable has been studying aviation at the Hoosier Air port located on the Lafayette Rd.

DR. THEO. CABLE (52) and has been doing solo flights for quite a while. He has to his credit 65 hours.

Though not owner of his own plane, Dr. Cable expressed himself as finding aviation as safe as the auto, and was a persistent student of this latest mode of transportation.

He maintains his professional offices here in the Walker Building and is a former teacher in the elementary schools, graduate of Harvard University and Indiana University School of Dentistry. He also identified with international as well as local sporting circles.

Pilot



20-year-old Harrisburg, Pa. stunt flyer, who recently received his pilot's license. Young Julian is a former star at the William Penn High School.

JULIAN HOPES ITALY WILL WIN IN ETHIOPIA

'Black Eagle of Harlem' Believes
Civilizing Influence Would
Help 'Awful' Nation.

PARIS, Nov. 28 (by mail) (AP).—Hubert Julian, "the Black Eagle of Harlem," is no longer interested in defending his adopted country, Ethiopia.

"I'm disgusted with Ethiopia, and I'll never go back," the aviator said on arriving in Paris from Addis Ababa, where he spent nine months as a military and flying instructor. "Ethiopia is an awful place. The Emperor himself is an honorable person and doing everything he can for his country, but he is surrounded by some terrible people."

After he tendered his resignation to the Emperor, Mr. Julian said, some of the Ethiopian politicians were planning to arrest him and he escaped only through the aid of an American, who drove him to a railroad station forty miles from the capital.

Mr. Julian said funds were promised to him to organize an air force of fifty planes and that after the Emperor had approved the project the money was blocked by subordinates.

"I got along fine with the Emperor," he said. "Even the highest Ras in the country had to bow and kiss his toe, but I always walked right up to him and he always shook hands with me."

"Italy will take over Ethiopia, and it will be a good thing. I hope they permit the Emperor to rule and continue his efforts to civilize the people."

"The nine months I spent in that awful country have made me an old man."

Mr. Julian, born in Trinidad, was a British subject until he became a naturalized Ethiopian. He produced an Ethiopian passport, decorated with a gilded reproduction of the Emperor, and said:

"I'm so disgusted with Ethiopia that I'm giving up my citizenship. I'm going back to Harlem as soon as I can, and I'm going to apply for American citizenship."

COL. ROBINSON

PURCHASES 6 WAR PLANES

Chicago Flyer Ready To
Pilot \$30,000.00
Aircrafts

ADDIS ABABA, Dec. 27 (ANP).—Delivery of six new airplanes from an English aircraft company, costing \$30,000 each, to be used for six Negro flyers from Chicago, expected to join the Ethiopian air forces, is awaited by Col. John C. Robinson of the imperial flying division, it was learned last week.

However, it is highly probable white pilots may have to use the craft in defense of Ethiopia. Although arrangements have been completed for the bringing of the six Negro aviators, all former associates of Robinson in Chicago, the flyers have run up against a snag in the form of the U. S. government which has failed to grant passports, according to latest advices reaching here.

Col. Robinson himself has had to answer questions because of the U. S. law against citizens joining the fighting forces of a belligerent nation. A consul attached to the American legation here called the flyer to headquarters several times to ask annoying questions, and was shut up only when Robinson asked him if he

wanted Robinson's passport. The consul then stated he was proud of the flyer and stated the American government was back of the pilot 100 per cent.

ENGLISH WOULD MUSCLE IN

The half dozen planes were ordered originally from the U. S., but the order was turned down because of the government embargo on goods being sent here. The English company which obtained the order is attempting to have the Emperor draft English aviators and English mechanics with the director also English. As a result, some official believe Britain is fostering the same policy that enabled her to muscle in and eventually dominate Egypt.

Japan, on the other hand, has agreed to send as many airplanes or other necessities as are desired and with no string attached. Ethiopian official, however, are proceeding on the Japanese offers with extreme caution in the belief that "England won't like it if we buy too much Japanese goods."

Despite the trouble of the Chicago Negro pilots, European aviators are here trying to get jobs in the air service. From America many white flyers have cabled their desire to come here at their own expense if jobs are assured. Several flying vacancies were created at the end of November when the French pilots left the service. France has become unpopular here because of her seeming sympathy with the campaign of Italy.

DORIS H. MURPHY



Recent graduate of the Aeronautical University, 1338 South Michigan Avenue, Chicago. Miss Murphy, who is the first woman graduate of Tuskegee to enter the field of aviation, plans to fly to Tuskegee in May to attend the Commencement Exercises. Her instructor, Col. John C. Robinson, a Tuskegee man, is an aviator of considerable flying experience.

FLYERS GET THEIR WINGS



Thomas Mills (left) and Leonard Yates, well known pilots, recently obtained their licenses at Roosevelt Field, N.Y. With 13 others they comprise a Race Aviation college with a ground school and class in Harlem. The school's flying equipment is at Roosevelt Field. Both flyers said they were not interested in offer to fight in the air for Emperor Haile Selassie of Abyssinia, who at present is maintaining a stern attitude against threatened Italian invasion.

Comely Aviatrix Wants To Span The Atlantic In Solo Flight; Seeks Plane

Janet Waterford, Chicago Girl-Flier Thinks Cross-Atlantic Hop Will Help Race In Aviation

By EARL J. MORRIS
(Staff Correspondent)

CHICAGO, Mar. 7—"I'LL FLY THE ATLANTIC OCEAN!"

"I could do it in one hop and alone!" stated Miss Janet Waterford, the only colored girl in the United States that has met the rigid aeronautical qualifications necessary to possess a Limited Commercial Pilot's License. The daring young woman has been an aviatrix for sev-

eral years and has astounded thousands with her flying ability. She has "bailed out" of planes at dizzy altitudes with her parachute and amazed Chicago with her daring stunt flying.

"With a sum less than \$20,000, I could purchase a first class plane that would be safe in every way to make such a flight," she continued. "This money would finance the entire venture. If you know someone who will finance the flight, I'll span the Atlantic Ocean in less time than Col. Charles A. Lindbergh did on his epochal flight a few years ago."

She explained that with the many improvements in aeronautics, the hop across the Atlantic would be quite tame and faster time could

be made.

"For years," she confided, "I have had a secret ambition to make such a flight. Before Amelia Earhart jumped the Pacific, I yearned to be the first woman to fly the perilous Pacific ocean."

Should such a flight be made financially possible, she will be the first Negro woman to attempt such a hazardous undertaking. Miss Waterford, owns a small plane, which is only adapted for short hops. The sepia female eagle is confident that she could span the sea almost as smoothly and as easily as she brews a steaming hot cup of coffee.

Janet Waterford is beautiful, with facial lines, almost Grecian, lithe in statue, a ruddy bronze-complexioned girl of less than 25

summers and winters.

She is very quiet and unassuming. She strikes one as though she would recoil in horror if a mouse crept across the floor. So feminine is she. Yet, she is the daring girl that dons breeches, helmet and goggles, hops into her planes, grabs the stick and soars into the heavens like an eagle. Turns a few loop the loops and descends back to terra firma, smooth as an angel on "earth leave."

Her daring recalls the immortal Bessie Colman, the undaunted pioneer of the race in aviation.

The plucky Miss Waterford feels that in making such a trans-Atlantic jump that she will add to the Negro's contribution in aviation.

To Fly Soon



Doris Murphy
Recent graduate of the Aero-nautical university, 1338 South Michigan Avenue, Chicago. Miss Murphy, who is the first woman graduate of Tuskegee to enter the field of aviation, plans to fly to Tuskegee in May to attend the commencement exercises. Her instructor, Col. John D. Robinson, a Tuskegee man, is an aviator of considerable experience and ability, and flew to Tuskegee from Chicago last May.

Choose To Fly In America



Thomas Mills, left, and Leonard Yates, pilots, who recently obtained their licenses at Roosevelt Field, New York. With 13 others they comprise a Negro aviation college with a ground school and class in Harlem. The flying equipment is at Roosevelt Field.

Both men said they were not interested in offers to fight in the air for the Emperor of Abyssinia, who is having his troubles with Duce at present. "Better to be a live mechanic in Harlem than dead heroes in Africa," is their attitude.

They have received many abusive letters because of their attitude.

Negro Stunt Flyer Narrowly Escapes Death In Accident

Black Dispatch
Uses Parachute As Ship Goes
Into Tail Spin

BOSTON, Mass., May 25. (ANP)—By jumping out of his plane and dropping into the river on his parachute after the controls of the plane froze while he was in a tail spin, John W. Greene, Jr., 35, of 30 Bradford St., South End, escaped death here last week while practicing stunt flying 2,500 feet over the Neponset river.

The crash demolished the plane. Police hauled the pilot from the river and revived him. One of the few colored flyers in this part of the country, Greene is a graduate of Hampton Institute, Va. He was putting his plane through loops and spins to gain the necessary experience to qualify for a transport pilot's license.

A vast throng of people were being electrified by his feats in the Neponset and Atlantic districts and swarms of automobiles had halted on the Neponset bridge and on the Wollaston Beach Boulevard, to watch his exhibition. At City hospital later Greene said:

"I was doing a tail spin when the controls refused to work. I was flying at an altitude of 2,500 feet when I put into the spin. As I tried to take it out and level off, the controls froze. I did everything possible to save the plane.

"After the plane dropped to 1,500 feet and had made four and a half spins, I knew I could not bring it out. I bailed out and pulled the rip cord of my parachute. I heard the plane crash into the water, but could not see it. I tried to guide my parachute so I would land on land, but I was too low.

"I dropped into the cold water, and the parachute tangled about my legs and hands. I went under, but managed to free my legs. When I came to the surface, I yelled for help, but could see no one coming. I went down again as my heavy flying suit and parachute tugged at me.

"Part of the parachute was still in the wind and it towed me towards the train bridge, pulling my head under the water. I was ready to give up and sink into the water

when I was rescued."

Greene is co-owner of the plane. He is employed in the Boston post-office and is interested in yachting.

By DR. H. BINGA DISMOND

His foresightedness is evidenced by the fact that he now owns his own aviation school of several hundred students and is an instructor in the Los Angeles High School system in aviation. His is such a large waiting list of applicants, both white and colored, to his private school, that, even Joe Lilliard, the crack former Oregon U football hero, now with the New York Bombers, was matriculated only because he was connected with a Los Angeles Glee Club in which Capt. Powell was interested.

Number of Pilots.

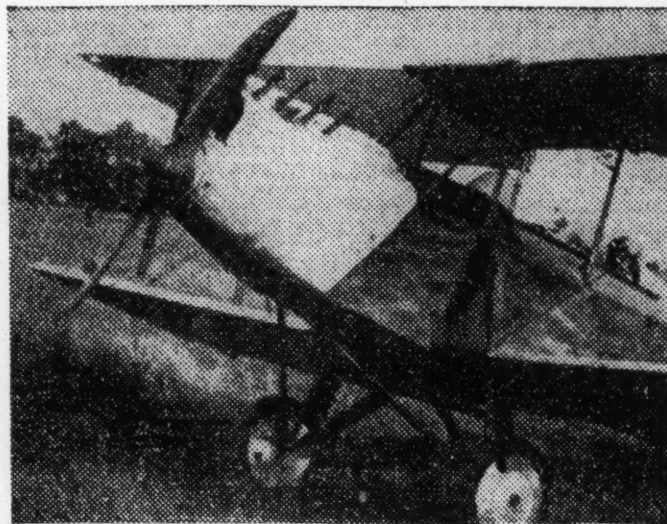
The number of Negroes who are

SINCE 1932, however, the progress of Negro aviation has approached the fringe of the stratosphere of national aeronautics. Surmounting mountainous peaks of racial discriminations, bridging perilous air-pockets of financial difficulties, Banning and Allen flew their little orange and black monoplane from Los Angeles to New York City. Forsythe and Anderson barnstormed through the western skies, winged to the Canadas and back and then with letters of good-will from Washington turned the nose of their sturdy little ship toward the blue of the tropics, and were acclaimed in the Bahamas, Cuba, Haiti and Santa Domingo before their unfortunate crack-up in Trinidad. Before that Leon Paris had soared from New York to his native Port au Prince on his goodwill trip, assisted in no little manner by the Amsterdam News. And as a reward for his untiring determination, word is just received that the Haitian government is negotiating the purchase of three ultra-modern Bellancas.

Well Organized.

and Negro aviation has long outgrown spectacular distance jaunts and circus stunt flying and is fast assuming the seriousness of well organized commercial activity and individual ownership of planes.

TWO LOCAL AVIATION ENTHUSIASTS.—Left photo shows Dr. C. C. (Jack) Pettit, 1864 Seventh avenue, sitting in the cockpit of his Avro-Avian biplane. Dr. Pettit has 515 flying hours to his credit and has experienced all sorts of thrills, including a forced landing at York, Pa. To the right is the brilliant young Frank Mallory, 1851 Seventh avenue, posing with the plane which he plans to buy. Mallory hopes to taxi Negro business men back and forth across the country in the near future.



Several years ago, Dr. A. Portenone must make signal mention of Davis of Kansas City was the proud own New Yorker, Dr. C. C. (J) possessor of his own flying plane. It Pettit, who in his sweet little was he who once was refused the Avian Biplane has 515 flying hours privilege of landing on a flight from his credit, and who, although he Kansas City in a Chicago airport. But experienced many hair-raising things the Windy City is now changed in the air, including a forced landing thanks to the unsuppressible reason because of motor trouble at York, minuteness of John C. Robinson, then a New York to Chicago flight, King of King's Black Condor. Both never been in a major crack-up. airports and aero-training schools are open to unbleached Americans.

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airport, owning twenty planes, per- Negro conquest of the air, received the advisability of opening it, ever, has not been without its hangar doors to eaglets regardless of To attain all great objectives race or creed and Dr. Ted Cable, the brave men must die. Ace For famous former Harvard weight-man, was the first who perished now sports his private pilot license, writing his name across the sky which he prides as much as his coveted the beginning of the last decade crimson "H." Dozens of doughty Then that peerless aviatrix, Indianians have charted up hundreds Bessie Coleman, succumbed of hours of solo flying. Among owners nose-dive in Jacksonville, Fla.



of our the next unhappy landing was that (back) of Thomas Perry Jones, 20-year-old Avroson of Dy. and Mrs. Thomas A. Jones rs to of Kansas City, who crashed fatally. has in a field two miles north of Toneks nrrills while lost in a dense fog, December dding 31, 1931. Then went Charles Eggleston James, imprisoned in the burn- Pa. ing wreckage of his huge metal Moth has which had side-slipped and hurtled 800 feet to the ground at Beacon Air- York port, Gary, Indiana, in August, the next year.

Death in the afternoon came to J. Herman Banning, just a little before 5 p.m. on Sunday, February 5, 1933 at the close of his afternoon exhibition and stunt-flying. The transcontinental flyer was a passenger in a plane with a white aviator who was also killed. Banning, unfortunately, was not at the controls. It is believed by many that he might have extricated himself from this disaster as he has from many others. The fact is that of the entire five martyrs to aero-advancement only one, young Jones, was piloting at the time of the smash.

Not Complete History.

THIS OBVIOUSLY is not a complete history of American Negro Aviation. It is still very much in the making. There must be many other

owners and dozens of pilots not men-who commutes to Chicago like wear air-minded. There are student pilotsubway to Brooklyn; there is them the ground; but Negro-aviator like the brilliant young Frank Mal-prosperous Dr. Lloyd Jones of Colum-developments in the last few years tory who visions airplane club owner-bus, Ohio, who like several otherhave suggested that there is nothing ships for business and pleasure pur-Western fans files wherever Joein the Negro American psychology pose. There are also hundreds ofLouis is fighting. which is inimical to advancement in passengers of color like the wealthy There are still many of all raceaeronautics. One can but deduce Des Moines contracting engineerwho do not object to going up in thethat the Negro of today is definitely

Negroes, Despite Handicaps, Make Rapid Progress in Various Fields of Aviation

**Capt. William Power
Was Real Pioneer
Among Negroes**

BY DR. H. BINGA DISMOND

THE BLACK EAGLE soars transport pilot Anderson, Bryn Mawr, Pa., and John above the war clouds of W. Green, Jr., of the Boston flying club. There were five student pilots ravaged Ethiopia; and The club. There were five student pilots Black Condor maintains liaison permits: Irvin Wells, Los Angeles; between the Lion of Judah and cago: Marie Dickerson of this city; his warrior lords at the front, the late Herman Banning, Los Angeles Both of these bravest of the ages, and Bell Alken of Seattle. There were five private pilot brave are American-trained and licenses granted, namely to the late belong to that intrepid group T. P. Jones, Kansas City; the late of Americans of color, who, in Charles E. James, Capt. William J Powell, now in Los Angeles; Hubert the last few years, have taken Julian, the Black Eagle, now with the so valiantly to the air. The ad-Ethiopian forces; Dr. A. Porter Davis vent of Col. Hubert Julian and Kansas City; Lincoln Payne, Philadelphia, and Leon Paris, now head of Col. John C. Robinson against delphia, and the Department of Aviation of the Duce is law and orders the first Haitian Republic.

[illegible]

air-minded.

...
In due time that ~~an~~^a Negro has ~~won~~^{been} in combat through
~~SINCE~~ 1932, however
of Negro aviation

At the very time that Woodrow the fringe of Wilson was getting himself re-sphere of national elected for keeping us out of war, surmounting mountain Jeen Bullard was already overseas, racial discriminations, hell-diving for the Lafayette Esquamous air-pockets of fit drill and bringing down Boche Aces ties, Banning and while Hitler was yet a corporal, little Orange and bl

regard the late Bessie Coleman as Forsythe and Anderson. Sentimentally, one might say that the Canadian birds. It was she who first drew the Canadas and back the first of the undaunted Black-through the western public acclaim, but the real pioneer letters of good-will in Negro aeronautics is Capt. William ton turned the nose J. Powell who gave up his well-estab- little ship toward a lush and lucrative business of chain tropics, and were a gas stations and garages to venture Rahamas, Cuba, Haiti, mingo before their un- B into a nation. It is evidenced by up in Trinidad. B

His foolishness and carelessness was evidenced by the fact that he now owns his own Paris had soared at the time he bought it. He had sold it for a profit of several hundred dollars. He had also sold his aviation school of several hundred dollars. He had also sold his students and is an instructor in the will trip, assisted in Los Angeles High School system in by the Amsterdam aviation. His is such a large waiting reward for his unit list of applicants, both white and non-white word is just colored, to his private school, that Haitian government even Joe Lillard, the crack former the purchase of the

Well, O'Neil, Oregon U football hero, now wanted by the New York Bombers, was matriculated only because he was connected with a Los Angeles Glee Club which Capt. Powell was interested in.

Several years ago, when the progress of aviation was approaching the stratosphere, the aeronautics, privilege of landing on a flight from the windy city is now changed into the unsuppressible resentment of John C. Robinson, the barnstormer who transformed New York City airports and aero-training schools into a black monopoly King of King's Black Condor. Both the progress of aviation and the progress of the barnstormer have been arrested by the progress of the law.

[illegible]

City, who crashed fatally two miles north of Toneska on a curve fog, December 11. Then went Charles Eggleston, imprisoned in the burnage of his huge metal Moch side-slipped and hurtled the ground at Beacon Air-Indiana, in August, the

no little manner. In 1933 Indianapolis became almost a New York to spring to open their own aviation school on his good-school on the shores of Lake Michigan.

And as a determining factor in the government-inspected airplane industry, it is negotiating airport, owning twenty planes, perceiving ultra-modernized the advisability of opening it hangar doors to eagles regardless of race or creed and Dr. Ted Cable, the famous former Harvard weight-master as long outgrown famous private pilot license jaunts and circus stunts sports his much as his cover fast assuming the which he prides as his "H." Dozens of organized commercial crimson Indianians have chartered up hundreds of individual owned hours of solo flying. Among owners

Death is William Newman. The Nathan Flying Squadron, a Har-
lem esquadron composed of Thomas Ross 5 p.m. of
Mills, Archibald Smith, Harry Yates at the cl
verner W. Tandy Jr., Leonard Yates at the cl
Miss Lola Jackson, and himself tion and
These flying devils have a govern-ment
ment approved instructor with a plane
couple of thousand flying hours toalso kill
his record-sheet. After two years of was not
straightforward flying and stuntinglevied by
-this club is touching wood becauseextricate
-they have as yet not had a singless he h
-accident or casualty. fact is t
Negro conquest of the air, how-to areo-
-However, has not been without its toll. Jones, 'n
to attain all great objectives some the sman
behave men must die. Ace Foreman
n was the first who perished after
-writing his name across the skies at
t-the beginning of the last decade. **THIS**
-Then that peerless aviatrix, Miss Aviation
dsBestie Coleman, succumbed in a pie
-nose-dive in Jacksonville, Florida. making

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OBVIOUSLY is not a complete history of American Negroes. It is still very much in the future. There must be many other

owned and dozens of pilots not men-who com-
towned here. There are student pilotssubway t
like the brilliant young Frank Mal-prosperou
lory who visions airplane club owner-bus, Ohi
ships for business and pleasure pur-Western
pose. There are also hundreds ofLouis is
passengers of color like the wealthy There
Des Moines contracting engineerwho do

to Brooklyn; there is
as Dr. Lloyd Jones of Col
o, who like several o
fans flies wherever
fighting.
are still many of all
not object to going up in

then the ground; but Negro aviation
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other have suggested that there is nothing
Joel in the Negro American psychology
which is inimical to advancement in
space aeronautics. One can but deduce
that the Negro of today is definitely

Harlem's Eagle Quits Army Job

ADDIS ABABA, Nov. 15 (P)—Hubert Julian, the "Black Eagle of Harlem," sent his resignation from the Ethiopian army to Emperor Haile Selassie today. The Negro asked that he be relieved from all aviation and military duties on the ground that his authority was not respected.

COL. JULIAN GETS BAD NEWS FROM SELASSIE AND COLLAPSES

ADDIS ABABA—(ANP) Col. Hubert Julian, known as the Black Eagle of Harlem who ballyhooed a New York to Abyssinia flight prior to the present fracas with Italy and now a member of Emperor Haile Selassie's forces, fainted in the council chamber of the palace Wednesday following receipt of a note from the King of Kings. Julian, who saw service with Selassie at the time of his coronation and demoted following a crackup of the royal plane has not been in good standing after returning here several months ago. He was hoping for an audience with the emperor to discuss his contract. Arriving at the palace he was given a letter from Selassie, the contents of which were evidently disturbing.

After walking up and down and gestulating for some minutes, he broke down immediately and fell unconscious. Revived, Julian sat for some minutes violently sick. A doctor announced the attack was not serious.

"BLACK EAGLE", ADVENTUROUS AMERICAN FLYING ACE, ON WAY BACK TO NEW YORK

Straw That Broke Camel's
Back Is Failure of Na-
tives To Respect His
Authority

IN MANY EPISODES

Promotions and Demotions
Mark Hectic Career of
Ambitious Aviator

ADDIS ABABA, Nov. 22.—(ANP)—Colonel Hubert Julian, the Black Eagle of Harlem who has not fared so well in this his second personal invasion of the empire of Haile Selassie I. started for home in bitter disgust and disappointment from a small railway station outside Addis Ababa Sunday. According to the flyer himself, he resigned from the imperial force "because his authority was not respected." He left by way of the small station in order to avoid "a big sendoff by my thousands of admirers." But according to others, Julian has not behaved himself in the eyes of the emperor and has got himself into sore financial straits. Five years ago he was received with wide open arms by the Negus. He was named commander of the royal air forces. Things went well until the aviator cracked up while giving an exhibition of flying at the coronation ceremonies. He immediately lost caste but blamed it on "foreign jealousy" and returned to America. Julian went back to Ethiopia a few months ago and offered his services for the then impending conflict with Italy.

Speedily Demoted

The Black Eagle was again given a chance, but Colonel John C. Robinson of Chicago was appointed to the place Julian believed was rightfully his. The Harlemites has been bitter since then and as a result was demoted. For a while Julian lived only on his credit with friends and fellow Americans. Then he was given a job teaching new recruits to the Ethiopian army how to march, whereupon he purchased a complete officer's regalia and posed as such.

Lately Julian got into more trouble. According to government officials, the flyer attempted to re-

plenish his flat purse by having Ethiopian pay for supplies which had already been paid for. He then told the emperor, according to reports, that no salary had been paid him for eight months. An investigation not only proved this untrue but showed Julian indebted to the administration.

Would Marry Princess

Not to be outdone, the aviator then declared he was preparing to marry one of the royal princesses. As Haile Selassie has only one unwedded daughter, the princess Tschai, it was suggested to Julian it was she. Whereupon the flyer is alleged to have replied, "You'll see."

Still hard pressed for cash, Julian tried to sell the story of his life and experiences in the Ethiopian empire to white newspapermen for 300 thalers. When there were no takers, he reduced the price to 100. There were still no buyers.

Last week he went to the palace expecting an interview with the emperor but instead received a written message. After reading, Julian collapsed. A few days later, however, the flyer stated their differences had been patched up.

Quarrels Over Baggage

His resignation and leave taking came as something of a surprise to those who believed all was well. When he boarded the train outside Addis Ababa for Djiboutti, French Somaliland, it was not until after one last quarrel, this time with customs officials and soldiers over his baggage.

"I'm through with Ethiopia," were his parting words. "After this I'll spread my wings under the American eagle. These people here have no respect for my authority."

Aviation-1935

The Future Is In The Air, Southern Aviator Says; Urges Study Of Aviation

URGES RACE YOUTHS TO BECOME AIR-MINDED

Gus Coleman, First In Dixie to Take Flying Seriously Urges Youth to Become Air-Minded.

By CLIFF MACKAY

ATLANTA, Ga., Dec. 5.—(Special)

"The future is in the air, and it is our duty to keep abreast of the times, more youths of our race must become interested in aviation."

That was the opinion stated frankly this week by Gus Coleman, of 802 Inman avenue, Atlanta, the first man of his race in the entire South to become seriously interested in flying.

Though his position as a chauffeur calls for long hours, Mr. Coleman has found time to complete more than a hundred hours of flying time, and according to officials at Atlanta Municipal Airport, is regarded as one of the most able and conservative pilots on Candler Field.

He began taking a course of flying lessons from the late Beeler Blevins, white United States Army ace, and since Mr. Blevins' death has continued the course from other officials at the Atlanta airport.

Urging more Negroes to take up flying, Mr. Coleman, who qualifies both as a good flyer and a good driver, declared that the piloting of a plane is as safe if not more so than driving an automobile over the nation's highways.

"Many of our people have not recognized the pleasure that can be derived from flying or the value of airplane transportation," he said.

"Youths should become air-minded for the simple reason that in the future there will be a great demand for aviators, not only for service in the army, but as commercial pilots.

"If our men are able to man these big transport trucks over cross-country distances, they have the ability to handle, say a trimotored transport ship.

"It's just the question of training," he said.

"The importance of Negroes becoming air-minded cannot be over emphasized," Mr. Coleman continued.

"For a concrete example, take the present plight of Ethiopia. She has the bravest fighting men in the world, but they are not match for the Italians because of the latter's air force.

"If Emperor Haile Selassie had secured fifty planes and begun training pilots at the same time he secured the services of Europeans to train his infantry, it probably would have been a different story. Mussolini would have least thought twice before attacking the country.

"As it stands today, should Ethiopia manage to secure even a small air force, they could have the Italians at their mercy by blowing up the single aviation base the Italians thought necessary to construct in view of Ethiopia's complete lack of air equipment," the aviator pointed out.

Mr. Coleman asserted that he planned in the very near future to purchase an airplane for his own use in business, as well as for pleasure.



"If we are to keep abreast of the times, more youths of our race must become interested in aviation," according to Gus Coleman of Atlanta, the first man of his race in the South to become seriously interested in flying. He is shown standing beside one of the giant monoplanes which he has flown for a number of hours. This photo was taken at the Atlanta Municipal Airport, where Coleman is regarded as one of the most able and conservative pilots in the business.—Photo by Mackay.